

VERMONT DAILY TRANSCRIPT, OCTOBER 14, 1868.

Vermont Daily Transcript.

ST. ALBANS, VT.
WEDNESDAY OCTOBER 14, 1868.

Republican Nominations


FOR PRESIDENT,
ULYSSSES S. GRANT.
FOR VICE PRESIDENT,
SC. JUVELIER COLFAN.
—
VERMONT.

*F. & F. Estab. at Lamoine—George W. Griswold
Vermontness H. F. Farnsworth, St. Johnsbury
For President—Third District—George Wilkes, of Stowe.*

GLORIOUS NEWS!

HANG OUT THE BANNERS!
ALL RIGHT!!

The Election and the Result.

The fate of the country for the next four years is already decided in the State elections of Pennsylvania, Ohio, Indiana and Nebraska, which took place on Tuesday. There is no longer any doubt; the further opposition of the Democracy is useless. The Republicans have carried Pennsylvania by a majority of from 10,000 to 15,000. Hurrah for the old key-stone State, whose hospitalities the New England Boys in Blue received for a four years' time, while going for the rebels of the Confederacy! A honor to the State upon whose soil is Gettysburg which is remembered in this verdict.

Ohio, too,—the home of the Pendletons and the Vandighams—repudiates them all, and swells the ranks of the Grand Army of Freedom with 25,000 majority. Vandigham is “kilt” in his aspirations to Congress, and Sam Cary has lost his coat. Like Sam Patch, he has made his last leap.

Indiana goes Republican by from 7,000 to 10,000 majority. Eight Republican Congressmen are elected and two Democrats. The sturdy and loyal hoosiers have done their whole duty; Dan Voorhis is defeated; the Union forces are sweeping the Western prairies.

Nebraska is sound in her political faith, as evidenced by largely increased majorities. The result is glorious, but nothing like what may be expected in November.

Three cheers for Grant and Colfax! The Union is preserved by the loyal voters.

“Tramp, tramp, tramp, the boys are marching.”

The Governor's Message.

The Governor's Message is a very lengthy document for a small State, yet it is full of interest to a Vermont reader. There is hardly a subject that it treats upon that could well go unmentioned, and a few from the finances, there is no part of it of greater interest to the State than the question of Reciprocity. We copy from the Montpelier Journal, an article upon the subject evidently written by its former editor Mr. Walon:

RECIPROCITY AND THE SHIP CANAL.

Gov. Page recommends that, in the negotiation of a new treaty of reciprocal trade between the United States and the British American Colonies, the construction, by the British Provinces, of Great Britain, of a ship canal from the River St. Lawrence to Lake Champlain, “be made a cardinal point,” and our delegation be instructed accordingly.

This question transcends, in importance, a question of merely State policy. It affects directly all the States bordering upon the British Province, and, in the mode of action proposed, it is in form a national question. It is so in fact also, and an important question that demands high statesmanship. Of course, our Legislature should treat the question with the caution which its gravity deserves, and, as judiciously as it acts at all.

Several years ago, when the proposed canal was antagonized with the then straggling railroads of Vermont, our sympathies were all with the roads, and we were inclined to seat the canal project as being unnecessary. We imagined the roads to be sufficient for the needs of Vermont and the commerce of New England and the West; but we have learned that it is utterly impossible to construct railroads as fast as the new States of the West, and the fast growing commerce between the East and the West, will furnish passengers and freight transportation. Indeed, existing roads of long lines cannot furnish the rolling stock for the present single canals as fast as they are required.

In looking for relief, we can discover it only in extending water transportation as far, and changing the number and capacity of short connecting lines of railroads as fast as possible.

For instance: a ship canal of a few miles, from the St. Lawrence to Lake Champlain, will open a new line of water communication between all the country bordering on the northern Lake and New York City; and another ship canal on Lake St. Sacrament, or the M-

sissippi will do the same between the Northern and Southern States, and the effect upon the corresponding lines of railroads will be to relieve them of the heavy and small paying character of freight, and the reduced cost of moving men, etc., etc., and add a new class of goods that will find a large market.

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Again: if the proposed ship canal would make Burlington, instead of Buffalo or Ogdensburg, the port for all heavy freight between New England and the West, substituting cheap water communication for about 100 miles of costly land communication.

The Govt. now says that this would save largely in Vermont in the cost of bread-and-beer, and we will doubtless argue that, and it will bear heavily upon water transportation to the interior of Lake Superior, and to New Orleans, and all the ports in the interior of the West, while very little of it will be available for the railway lines of the Central and Atlantic.

It is against the railroads that freight going into Lake Champlain from the east would soon turn up the capital city of the Central and Atlantic lines with all the tracks these lines can plant on their road-beds, and now lines, through other sections, Vermont would be commanded by the new system, commanding, thus, the heads of profitable enterprises in Vermont.

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